Secondary Surveillance Radars, installation of Ground Proximity Warning System, installation of Airborne Collision Avoidance System, Strict compliance with airworthiness standards and maintenance infrastructure in accordance with Rules and Regulations in force from time to time. The other steps taken are internal audits by operators themselves, surveillance by Flight Inspectors, special operating precautions in poor weather conditions and dissemination of safety information through seminars and workshops.

(b) and (c) No, Sir. However, Air India Limited, Indian Airlines Limited and Pawan Hans Helicopters Limited have flight simulators of the types of aircrafts/helicopters operated by them for training of flight crew. These simulators are capable of creating different types of emergencies and pilots are trained to handle such situations. This training cannot be carried out on actual aircrafts as the cost will be high and flight safety could be endangered.

Bilateral air service agreements

2866. SHRI ALKA BALRAM KSHATRIYA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of bilateral air service agreements/negotiations concluded on the basis of balance of advantage and reciprocity to either side, during the last one year.

(b) the details of flight/frequencies agreed to in the bilateral negotiations, country-wise/airlines-wise;

(c) whether Air India/Indian Airlines are not using allotted frequencies of air services on many sectors which is detrimental to their business interests; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDY): (a) and (b) Review of bilateral air service agreements is an ongoing process to make adequate capacity available on different routes to meet expected demand. The details of bilateral air

services agreements/negotiations concluded during the last one year including additional capacity agreed to are as under :—

Country		Additional capacity to either side
Kenya	—	2120 seats
Sri Lanka	—	600 seats
Saudi Arabia	—	3 frequencies (900 seats approx.)
South Korea	—	2 Frequencies (800 seats approx.)
Malaysia	—	3100 seats in phased manner
Turkey	—	900 seats
Italy	—	7 frequencies
Gulf States	—	607 seats
Dubai	—	500 seats
Thailand	—	5795 seats in phased manner
Ukraine	—	250 seats
Slovakia	—	750 seats

(c) and (d) Though Air India and Indian Airlines are constrained by their fleet availability, they are in the process of finalising their fleet expansion plans. In the mean time Air India has taken 9 A310-300 aircraft and 1 B747-400 aircraft on dry lease and endeavouring to utilise increased bilaterals fully. Whenever there are imbalances in operations, foreign airlines need to have commercial arrangements with Air India/Indian Airlines to ensure reciprocity and balance of advantage to Indian side.

National Transportation and Safety Board

2867. SHRI VIJAY J. DARDA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government propose to constitute a National Transportation and Safety Board with a view to having an effective control over both the airlines and the Railway safety, as the existing system of having Railway safety organisation under Minsitry of Civil Aviation has not proved effective; and

(b) if so, whether such modalities would be evolved which would also ensure credibility of the entire process of safety and accountability of the major forms of public transport?